objectives on schedule, flying high above adverse weather or dust-storms. For example, the York and Lancastrian services have one stop only between England and India—Lydda, the Palestine airport—and can complete the trip in eighteen hours' flying time. At present the old route is traversed by Dakota aircraft, which are obliged to re-fuel at Shaiba and Sharjah, but in the future, when larger and more powerfully-engined aircraft such as the York and Tudor types operate a regular service to the Far East, places like Sharjah and Jiwani will become obsolete.

The Sheikh of Sharjah derives a large proportion of his income from rentals in connexion with the R.A.F. and civil air services. The rental for the camp and airport is considerable, but in addition to this he receives five rupees for each landing. During my stay at Sharjah the average number of landings per week, including R.A.F., American A.T.C., and British Overseas Airways, totalled about seventy in good weather, which represents a weekly income of £27 at the present rate of exchange. The sheikh is naturally anxious about the future, and whenever he called at the Fort or I visited his palace, he would enquire if I thought Sharjah would be retained as an air base. If a copy of this book ever reaches him, he will know by that time what the prospects are likely to be.

My own guess is that, so far as civil air-lines are concerned, Sharjah airfield will be used in the future only as an emergency landing ground. The modern trend in air services is for long-distance aircraft with one, or at the most two, stopping points, so that it is extremely unlikely that large passenger-carrying planes will land at Sharjah under normal conditions. From the operational point of view, the airfield is not suitable for present-day conditions. When it was first constructed, fifteen or more years ago, it was perfectly suitable for the D.H. 42's and other aircraft which pioneered the route, but times, and aircraft, have changed. The surface is very soft in parts, moreover, and rolling does not improve it; during the rains the sub-soil becomes boggy and clayish, and high-pressure tyres have been known to cut it up so severely as to put the airfield out of action for several weeks. It is below sea-level and becomes easily water-logged, is situated in an area subject to bad dust-storms and gales, and, due to the presence of high sandhills at one end and a creek at the other, extension of the runways beyond 2,000 yards is impracticable.

The airfield at Sharjah has been under review by the Air Ministry for several years, and at one time it was planned to lay